



Official and Classified ADVERTISEMENTS

Continued from Page 15

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I, CHARLES SMALL, of THE BURWOOD FISHING COMPANY LIMITED, hereby give notice that, in consequence of Owners Meeting Policy I have applied to the Department of Trade under Section 47 of the Merchant Shipping Act 1894, in respect of my ship "Whitewind" of Aberdeen, Official Number 358108, of gross tonnage 387.16 tons, of register tonnage 141.82 tons, heretofore owned by THE BURWOOD FISHING COMPANY LIMITED of Raik Road, Aberdeen for permission to change her name to "Pindarus" to be registered in the said new name at the Port of Aberdeen as owned by THE BURWOOD FISHING COMPANY LIMITED.
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What a week!

£78,087 at Grimsby

BIGGEST-EVER grossing at a British port was made on Wednesday by the Icelandic stern trawler *Uggi*. Her landing made 17-day trip with Skipper Bryngjolfur Helldarsson in command.

Not to be outdone at Hull on the same day, Newington's *C.S. Forester* came close to the national record with 472,680.

Following a trip to the White Sea/Bear Island area, Skipper Taylor put ashore 2,661 kits.

£14,172 at Peterhead

SCOTTISH seiner record fell yet again at Peterhead this week. Skipper Bill More in *Defiant* grossed £14,172.

The 78ft. *Defiant* was built at the Campbelltown Shipyard.

Aberdeen firm orders two share trawlers

A £700,000 order for two 55ft. stern trawlers, subsidiary of the John Wood Group at Aberdeen. The vessels will be delivered in September next year.

A statement from the Wood Group said that the order is a further investment in coastal fishing and is consistent with the group's fisheries division policy over the last two or three years. This is to expand its inshore fishing interests to adapt to the rapidly changing international fishing limits.

It is anticipated that, in practice, skippers will shortly be appointed who will take shares in the vessel in the future.

The order increases the number of share coastal fishing vessels in the Wood

CREW 'TIED' TO SINKING SCOTS BOAT

THE Aberdeen trawler *Rowanlea*, homeward bound after a 10-day trip, was involved in a collision with the 45ft. fishing boat *Integrity* of Fraserburgh on Tuesday.

The accident happened six miles off the Aberdeenshire coast and there were no injuries. Ritchie, his son Alex (30) of Fraserburgh and 16-year-old Michael Alexander from Peterhead. They were towing their gear and heading out to sea.

Michael, who had been in his bunk below, just reached the deck when the boats collided. Other boats in the area were alerted by the skipper and his son, then the three crewmen took to a liferaft. But, a rope holding the liferaft snagged on *Integrity's* wheelhouse.

Alex said the liferaft was tied to the boat as she was going down and the liferaft was

at the point of being disengaged when Skipper Ritchie turned the boat.

Rowanlea turned on its side and offered assistance to survivors. The skipper was told to "stay clear" by Ritchie.

The crewmen were picked up by *Horvater*, another Aberdeen boat, and taken to shore. A. A. McIntyre, built six years ago and owned by Skipper Ritchie and his son, Alex.

Andrew Lewis, manager of British United Trawlers at Aberdeen, said that the company would carry out its own investigation into the accident.

Skipper James Maie of *Rowanlea* would make a comment on his return to Aberdeen. BUT officials claimed nothing would be said at this stage.

Rowanlea's 25-year-old deckhand, Eric McDonald, said *Integrity* went down stern-first in minutes.

Gap widens in freezer contest

BOYD LINE'S Arctic *Galliard* and BUT's *Norse* continue to lead the 1978 British Trawler Competition for the third month running — but the points gap has widened between them.

The gap has increased from 856 points in May to 1,999 points in July.

This further advance by *Arctic Galliard* is shown in the latest list of placings issued last week. It covers the first seven months of the competition in which 34 Hull and taking part.

The Dolphin Bowl, which *Norse* won last year, is at stake and as the vessel continues her bid to regain the title, which she held during the first quarter of 1978, two more prizes are also among the leading contenders for the championship.

The performances of the top 30 trawlers is given left in positions held in the previous monthly table appearing in brackets.

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Haddock row—new peace plan

SCOTTISH fishermen have come up with a suggested formula which they believe could 'stretch' the North Sea quota and avoid a complete ban on fishing for haddock.

The fishermen fear that unless the Government relaxes the quota, which will be fished out within the two weeks, boats will be tied up and processing plants forced to close. Some fishermen had threatened to carry on fishing.

Fish merchants at Aberdeen are alarmed at the prospect of a severe cut back in the supply of haddock. They said that as many as thirty small firms could go out of business if catches were not sustained.

Scottish inshore fishermen are heavily dependant on haddock catches and at a meeting with Government officials in Edinburgh, on Monday, they said they would be prepared to restrict their catch to 30 boxes per man and stop fishing by December 18, if there were room to manoeuvre.

They would also send some of their boats to the West coast grounds in a bid to ease the pressure on North Sea grounds.

The North Sea haddock quota for British vessels is 79,500 metric tons and the North East Atlantic Fisheries Commission regulations allow a further 10 per cent transferred from the whiting quota making the total haddock catch available to 87,450 metric tons.

Scottish fishermen asked the Government to scrutinise their catch figures for they believe there was room to manoeuvre. A Scottish office spokesman said that the suggestion would be considered urgently.

The proposals for a 30-box limit and close-down date started at a meeting of the Scottish Fishermen's Organisation in Banff last weekend.

Iceland deal talks start

FISHING talks between Iceland and the EEC were due to start today (Friday).

In Reykjavik EEC Commissioner, Finn Olav Gundersen, will meet the Icelandic foreign minister Einar Agustason and fisheries minister Mattias Bjarnason.

These opening talks will be informal. It is expected that the EEC will propose a

Latest addition to the Ambie, Northumberland, fleet is the small multi-purpose boat *Coquest Light*. The 24-footer has been built by the J. and J. Harrison yard at the port to a design by J. H. Hardman. Owned by local men, *Coquest Light* has a North Sea trawl winch and North Sea pot hauler mounted well forward and is powered by a marlised Ford diesel of 120 hp. More details in *Fishing News* soon.

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George Crawford

Dock charges jump

DOCK charges at Grimsby are to be increased again in January by around 15 per cent.

The British Transport Docks Board last made an increase of 25 per cent in May, with a guarantee that dock charges would not be raised again during 1978. An assurance that the January increase will remain stable for at least 12 months has been given.

AUCTION ONLY . . .

FROM Monday, November 15, all white fish landed at Mallaig by members of the Scottish Fishermen's Organisation must be sold by public auction or consigned to another fish market.

This order has been introduced by the Mallaig White Fish Port Committee. An extension to the fish market at Mallaig is expected to be opened later this month.

COMMENT

IF OUR Producer Organisations are to exert their full influence in Europe they will need a central power base to work from. No doubt this is what inspired the move last week to set up a United Kingdom Association of Fish Producers' Organisations.

This Association which has five of the eight PO's in the country in membership, aims to eventually embrace everybody. To have any real hope of success, it will have to do just this, but as yet, the major catchers among the PO's have to be enticed in. Unfortunately, there exists a lot of suspicion between many of the organisations involved.

A symptom of this distrust was seen earlier this year, when four major inshore PO's broke away to set up their own power group. It was clear at the time that inshoremen wanted to keep clear of the influence of PO's covering the company-owned deepsea fleet.

Despite all the expansive claims made on its behalf, the inshore association was a non-starter; it wound up as a political ploy to divide the industry at a time when PO's were moving towards forming a national association.

Among the prime movers in the formation of the new Association are some of the PO's who wanted to go-it alone only last February. What has now made them change their minds?

If British fishermen are to get their due recognition through the European Producer structure, they would be far more influential speaking with one voice. But until they can solve their own internal problems, any hopes for the new Association look premature.

fishing news

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£185,467 haul b Iceland ships

FOUR Icelandic trawlers scooped a massive combined grossing of £185,467 from just 6,145 kits of wet fish landed at Grimsby last week. Markets were consistently good, but not outstanding.

Well clear of the others was the 195ft stern trawler *Ogri* (Skipper Bryngolfur Halldorsson) with a new UK wet fish grossing record of £78,807 (Fishing News, November 5). She had the biggest single landing at the Humber port, 2,528 kits, since *Ross Revenge* captured the British record with £75,597 from 3,179 kits late in August.

Ogri's record was not antitiply expected as she had reported only a probable landing of about 2,200 kits through the Fylkir Ltd. agency.

In addition to the extra kit-tage, she turned out some

really fine plaice and cod. There was also the advantage of a short market with only two middle water trawlers landing.

It was not, however, all plain sailing for the big, grey leander — she had this misfortune to pick up a warp inside the fish docks which fouled her propeller. Despite the efforts of divers, she had to be towed to nearby Hamble for dry-docking to free the blades.

Also chalking up a career-best at Grimsby was the 29-year-old *Hjortleifur* (Skipper Taitur Magnusson) with £49,117 from 1,562 kits, again mostly cod and plaice.

The 610-tonner is still probably better known by her

former name of *Ingolfur Aronsson* (changed in 1972) and she has been a regular over the years at Grimsby, having originally been built at Selby by Cochran & Sons Ltd.

As with *Ogri*, Fylkir Ltd. acted as agent and provided similar services for *Dagny* (£29,151 from 898 kits) and *Arsoell Sigurdsson II* (£28,543 from 1,167 kits) to make up the quartet.

Best local efforts came from *Notts Forest* (Skipper "Cock" Russell), the only White Seas trip of the week. The Consolidated Fisheries' *Ogri* snatched the British single-trip record last week with a £78,807 landing. The Icelandic trawler had a massive 2,528 kits.

trawler picked up 24-day trip of 24 kits, including over 100 codfish.

Consol's also scored with *Spurs* (Skipper Herdie) on £36,672 from 1,363 kits after a 22-day Icelandic trip.

Bad weather will cut life difficult for *But's* best effort came from *Ross Rodney* (Skipper Carsberg) with a £24,221 landing from 1,270 kits.

The five-day dings from Iceland produced mainly plaice. But "cut" also had another good day, middle water sea bass, skippers, *Ross Zebra* (£22,832) and *Wally Stokes* (£22,492), came out from mixed faroes, trips.

Hard luck story of the week was *Taylor's* (Skipper Peter Brown), got caught on a saturated market with no buyers for over 300 fish out of a big 1,141 landing.

Despite this setback, managed to make £15,500 a 17-day faroes trip.

MARKET FOR ONE

HAMLING'S 81.5m D. Platten, the only landing for Hull's market, made £38,000 from 1,321 kits after a White Sea/Bear Island trip.

The same day *Seas Fisheries' Nord* 34 seiner *Falkenberg*, skipper by Egan Dam, made £10,000 for 165 kits.

Chris Andra down south
SKIPPER Andrew and the 186ft. port seiner *Chris Andra* has been fishing mackerel in the south-west of England for the last three weeks.

She has been landing Plymouth and St. Ives. *Chris Andra* told Fishing News that the size of the catches has been fair. Quota is not a problem as she has been fishing in the fringe.

Skipper Tait said he would probably stay at the mackerel until Christmas, but will catch other types of fish when the weather is more profitable.

Jackal recalled

BRITISH United Trawlers at Grimsby brought its middle water trawler *Ross Jackal* back from ground off Scotland last week without a single haul. It is understood three men had refused duties during a trip lasting four days. Initially, one deckhand refused to follow orders shortly after leaving Grimsby on November 1. Then, two other deckhands refused orders and refused to bring the trawler home.

Two men later appeared before Grimsby's primary Committee. Deckhand David Heywood, 21, was fined £100 for his part in the refusal to follow orders.

ICELAND Hopeful—but it won't be easy

DISTANT water trawler owners were reasonably confident last week of a new agreement with Iceland from December 1, now the Community has agreed upon its own 200-mile limits from the New Year.

This is despite reports filtering out from Iceland that any new settlement negotiated for Britain by the EEC will, at the best, be only a well watered down version of the present restrictive arrangements.

A typical comment from one Grimsby owner was: "We're very hopeful of an ongoing settlement now which will enable our trawlers to continue without a break."

"We firmly expect Iceland will come to a long term agreement and increase the allocation of fishing days in return for reciprocal fishing within EEC-controlled waters and, nearer home, in exchange for the very lucrative markets its trawlers are enjoying in Britain, and Grimsby in particular."

At Consolidated Fisheries Ltd. director, Don Lister, put up a similar argument. "I'm very, very hopeful," he told Fishing News, adding: "The EEC has the Greenland fishing as an additional lever and this can only help the British case. Everyone is

hopeful — you have to be! I know it's a very difficult question to answer before the negotiations have begun, but then failure will have a disastrous effect upon the industry."

Mr. Lister warned, however, that any new agreement would be unlikely to be more generous than the existing settlement. He felt there was room for manoeuvre over some of the minor points of the Oslo deal like allowing credit for trawlers stopped from fishing by foul weather (at present dodging or sheltering counts as fishing time).

Investment

Everyone hoped the EEC Commissioners would press for a long term agreement to run well into the 1980s to allow the distant water owners time to decide on a pattern of investment for the future and the restructuring of their fleets.

Meanwhile, in Iceland the picture does not seem quite so good. Scientists are still pressing for a reduction in fishing effort in the interests of conservation and informed sources believe Iceland is certain to demand a further big cut-back in the present meagre strength as a primary condition for any lasting deal.



Alick Buchanan-Smith.

THE GOVERNMENT was accused of riding roughshod over the fishing industry when it introduced a new minimum mesh size for sprat nets on October 1.

"There had been little consultation with fishermen, and the Government has a responsibility to ensure that this is carried down to the level of those who are actively involved in the industry," said opposition secretary of State Alick Buchanan-Smith, in a House of Commons Standing Committee Debate on North-East Atlantic fishing last week.

Disapproval of the Government's action was registered by an alliance of Conservatives and Liberal MPs in a 7-4 vote.

Although sprat fishermen acknowledge the need for conservation, they did not feel that this was the right way to go about it, stated Mr. Buchanan-Smith. A close season from June until the autumn, which would include the spawning period, would be far more effective and practical.

SPRAT ORDER HAMMERED

"One of the objectives of this order had been to protect immature herring taken as a by-catch. Why then had herring not been subject to the same order instead of achieving control by quotas?" asked Mr. Buchanan-Smith.

This order was a direct contradiction of the Cameron Report, he claimed. This had stated that sprats and herring were not responsive to mesh control because of their nature and habits.

Tests

There was also criticism of the way the Government had carried out tests on sprats in the Moray Firth. Conditions at the time when one year sprats were not available made the whole experiment unrepresentative.

Outlining some of the practical problems of increasing the minimum mesh size to 16mm., Mr. Buchanan-Smith, said gauges to measure nets had not been available until late September. This gave fishermen very little time and now there is great concern about the very they have been measured. Some existing knotted nets "may" pass, while knotted nets

although of the same size mesh fail. A pair team buying new nets would be faced with a cost of around £8,000 and many people in the industry are convinced that the larger mesh will not help conservation.

On the question of the herring by-catch, Mr. Buchanan-Smith wanted to know why purse seiners had been excluded from the order? "It is not true that purse seiners fish with only 20mm. mesh size. Continental nets are being supplied below 16mm. and the Norwegians have confirmed they fish with nets below this size."

Defending the Government, Hugh Brown, under-secretary of State for Scotland, said that consultation with individual fishermen was impossible. It was also the first time that an order had been made that does something about industrial fishing.

"The purpose of the order is that in part it repeats, with minor modifications, a series of measures long agreed by NEAFC and supported by our fishing industry," he said.

Small mesh nets have only recently been used by sprat fishermen. What is now required, is a return to

a mesh size which has been proven in use sprat fishing but, does let the smallest fish escape.

"To have delayed the introduction of the order would have put the stock at risk. The industry has had nearly a year to adapt since the measure was agreed last November," claimed Mr. Brown.

"Parts of the order which we do not question or challenge will affect industrial fishing of some species," said Alan Beith (Lib. Barwick-on-Tweed). "But industrial fishing of sprats is, in particular, largely left aside by the order because of the exclusion of purse seiners which makes a total nonsense of the principle of the order."

Seasons

More consideration should have been given to close seasons in certain areas," said Patrick Wall (Con. Humber), who added that the only one effective measure of conservation would be a 50-mile exclusive limit over which we have complete control.

In attempt to rescind the order, Mr. Buchanan-Smith has called for a vote in the House of Commons.

Ten-boat start for Irish yard

BOAT BUILDING in English hull moulder GRP is about to take has sold ten hulls to an off in Ireland. An Irish boatbuilder who

is setting up a new yard to fit them out.

Joe O'Driscoll, managing director of the O'Driscoll Boatbuilding Co. Ltd. of Passage West, Co. Cork, has sold the ten boats to fisherman operating all around the Irish coast.

The project got underway in June when the O'Driscoll yard fitted out a *Cygnus Marina GM 26* hull. Fisherman immediately liked the design and the orders flowed in.

Cygnus is to deliver the first hull at the end of the year and a fully-equipped O'Driscoll GRP boat will be on display at the Dublin Boat

Show in March next year.

The O'Driscoll yard is the largest producer of small wooden boats in Ireland, according to Joe O'Driscoll.

The new yard is being set up at Passage West, Co. Cork, on a 44-acre site where boat production will be split about 50-50 between wood and GRP. Around 18 boats a year will initially be produced.

"We're efficient in wood and so the two types will be priced about the same," he said.

The order, worth £38,000, is for two 38-footers, five 26-footers and three of the new 21-footers yet to be released. They will be fitted out to BIM

approval and most will go drifting for salmon, mackerel and lobster fishing.

The hulls will be completed in a similar way to the standard *Cygnus* layout drawn up by Gary Mitchell, but Joe O'Driscoll told Fishing News he is to fit laid lroko decks — not GRP — and will also complete them to fisherman's requirements.

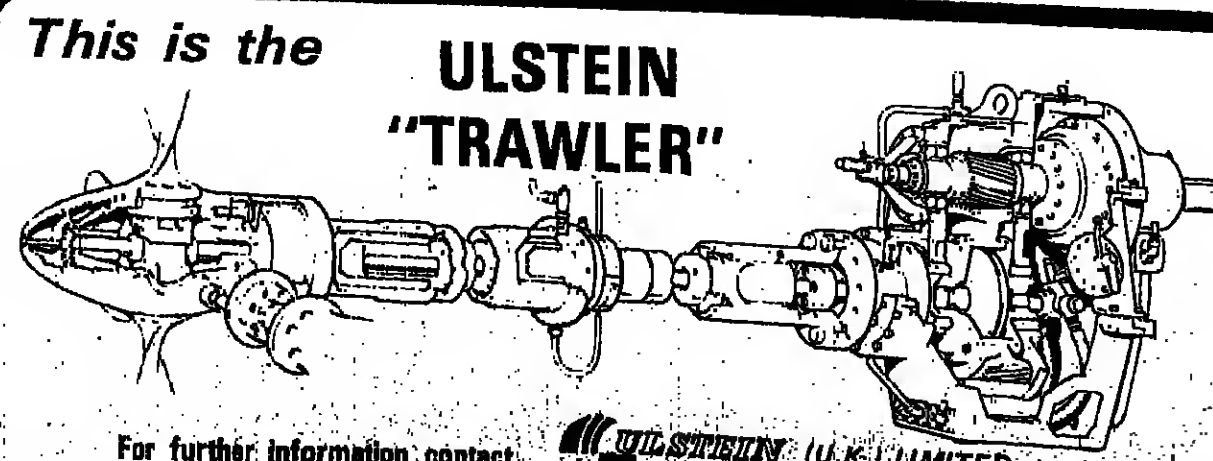
The first 28-footer is for Michael O'Callaghan of Schull, Co. Cork, who has ordered the boat with a pot hauler, VHF, Simrad sounder and 45 hp diesel (possibly a Thornycroft).

First 38-footer is for a Tory Island, Co. Donegal, skipper who will operate her as a multi-purpose trawler. Joe O'Driscoll told Fishing News: "The last six months I have seen an upsurge in interest in small boats. The under 40-footer is a very viable unit, and BIM and fisherman know this. I'm very optimistic."

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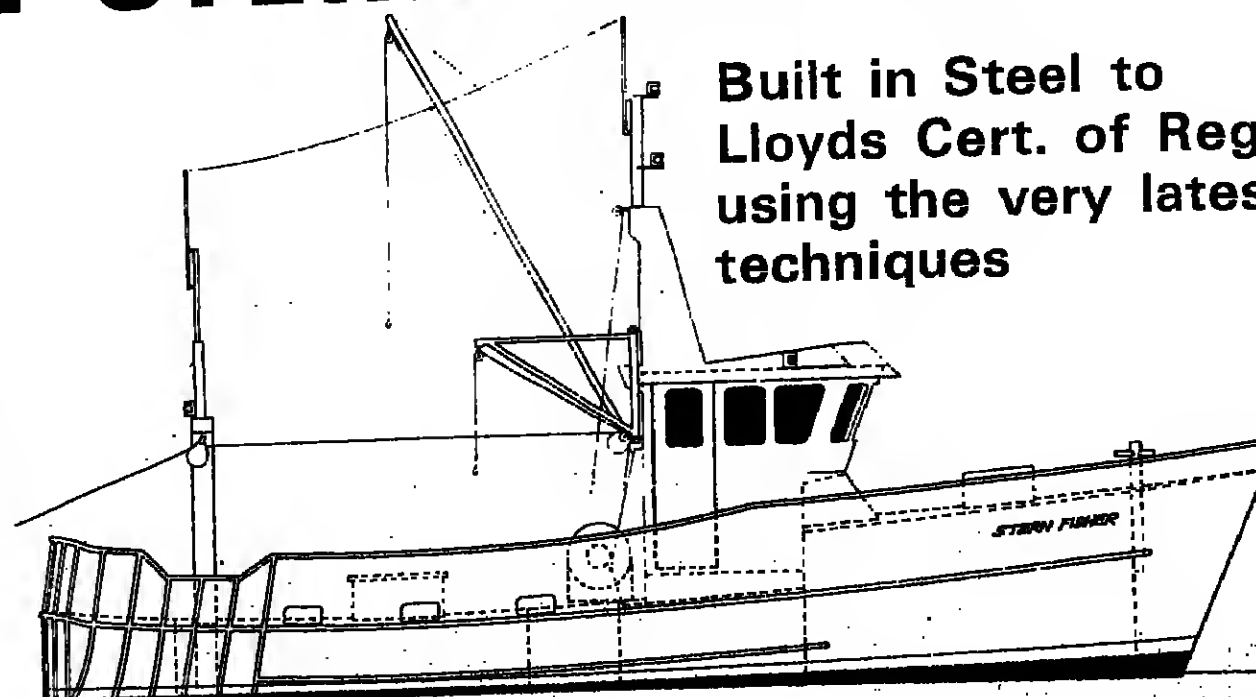
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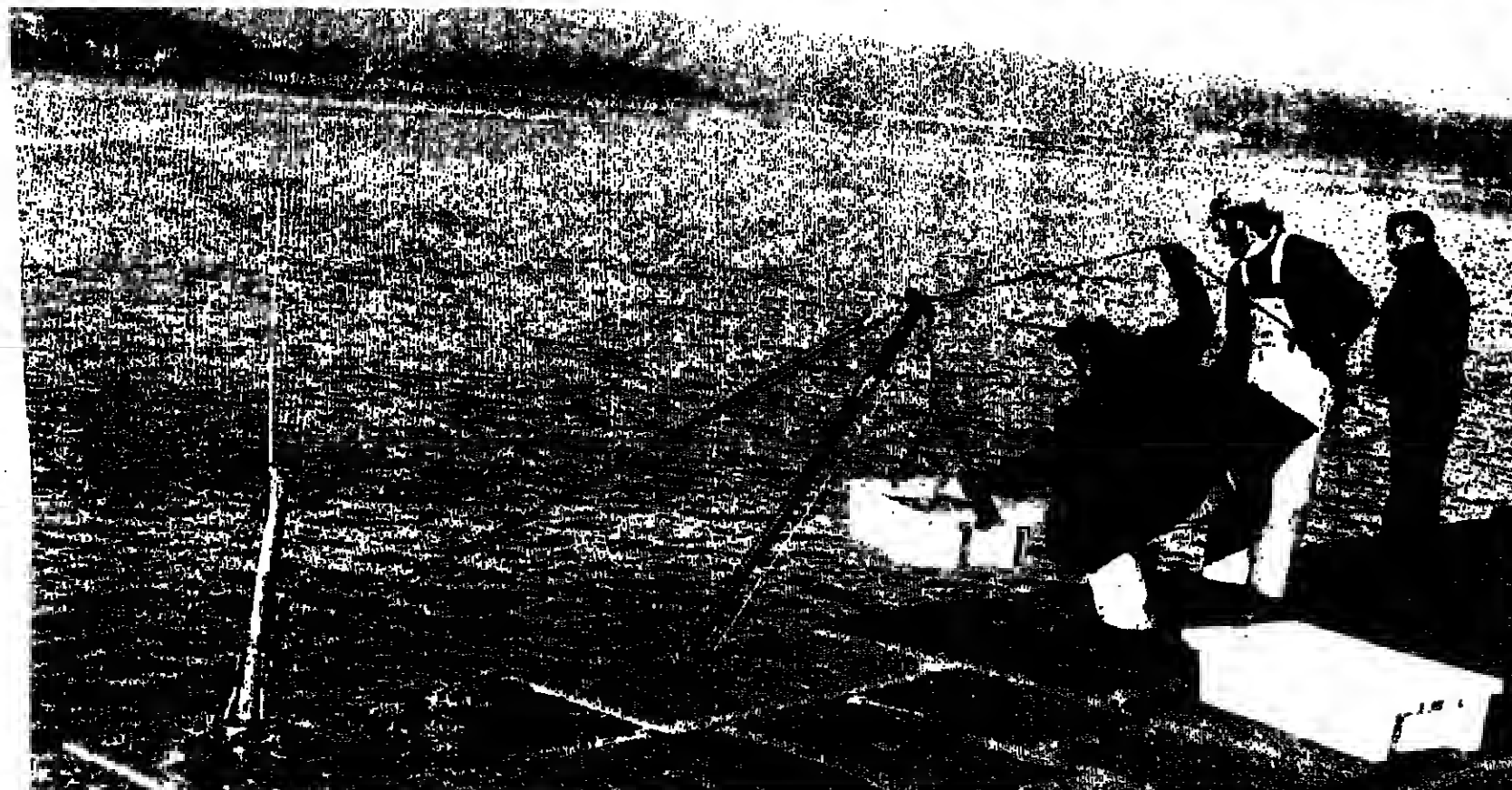
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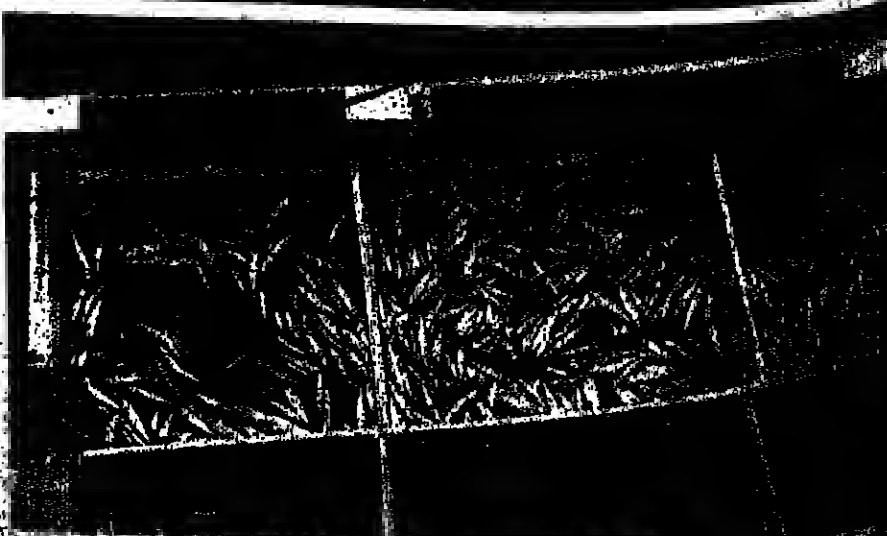
Above: small boats, big tides and high quay walls mean that, even when a line boat has scotched together a catch, it can be quite a game to land. Here the crew of *Rockhopper*, one of Cygnus Marine's GM 32 GRP craft, lands the first boxes of a 130-stone catch at Penzance. With the landing derrick just poking above the height of the quay, it was a case of carefully raising the box and then, with the aid of a rope to pull the box towards the quay, making a grab for it. Good job it was a calm day!

Right: *Emma Goody* with around 100-stone of mackerel on deck. The boat works for Fluehling so-op but brought this catch into Penzance to land. She had worked 16 miles off — 2½ to three hours' steam — and four-handed to put ashore a catch which just about pays their wages. *Emma Goody* went into service just over a year ago.

Below: little *Alma* — just 26 ft. long — makes Newlyn harbour to join the mackerel fleet for the season. Skipper Norman Stoley of Combs Martin, North Devon, was greeted with the sight of a harbour full of small boats all tied up on a sunny day — fish well out of range. Next day she sailed on to pick up mackerel gear near Falmouth. She has been crebber since her completion in September.



Right: the results of a day's work for *Jasmine*, based at Newlyn. She had searched until mid-day before dropping on some fish and then headed for home with just 50-stone aboard. A hard day's work for fish worth probably less than £25.



MOST OF THE boats working from Cornwall landed a paying for a month. Milibay Dock Plymouth fills up northern boats, south-west line are switching to and white fish line or just hoping shoals will come inshore.

The small boat takes the winter mackerel as the banker — but in recent seasons has not been enough money to them through a summer.

This year, however, have moved out of age: left the small boat stranded in port.

Crews not equipped switch fishing methods going on the dale. But men on boats which have been scratching cables working long hours to pay packets.

Ben Collins, member, secretary of the Cornish Producers' Organisation Ltd.

Line boat men living on hope

Most members have been averaging two stones per men per week. Last year, it would have been 20 stones each and the year before at least 60 stones.

"One of the Cadwith men was out for five hours and caught six fish. A Mylor man has been at sea for eight days and caught nothing marketable. He cannot afford the diesel oil to go out again until he hears there is more fish about."

Mc Collins said that on a recent calm, sunny day there were more than 100 boats under 40 ft. tied up inside Newlyn harbour.

At the same time, the Scots and Irish are landing 50 to 100 tons of small fish each day — some going for fish

meal and some for EEC compensation payment. (On clear nights a mass of lights can be seen from the Cornish coast).

"We are most disturbed by all this, and as a result of gloom hangs over the Cornish ports," he said.

Dave Culling, manager of one of the biggest co-operatives in Cornwall, Cornwall Fishermen Ltd., said that at this time last year there were 55 boats landing mackerel to CFL.

"Fish catch figures are traumatically down. We have not got one boat round here from Newquay, St. Ives or Padstow, and the only Porthleven boat here is the trawler *Dew-Genen-Ny*, which is our only source of mackerel at the moment."

A radio war has developed between the locals and 'stranger' trawlers and pursers. The Cornishmen have been trying to block the radio frequency on which boats communicate, while in Mount's Bay, the pipes have droned over the radio in retaliation. The Scots have been heard to remark over the radio: "Och, proper job, me 'ansome," in less than true Cornish dialect!

A visiting blue boat skipper said: "If my boat stays on the mooring all winter she won't make a penny. So you have got to come and have a try". But lack of fish means that the hard-won markets could be lost before the gurdies turn again.



Above: it should be mackerel aboard this Mevagissey-based boat, but there's no longer in the field. A number of Mevagissey boats turned over to white fish being when mackerel became scarce, but a lack of fish generally is cutting local landings. The port is at a disadvantage when on mackerel as the juggernauts carrying fish off to the Continental markets would get stuck in Mevagissey's narrow streets long before reaching the harbour.

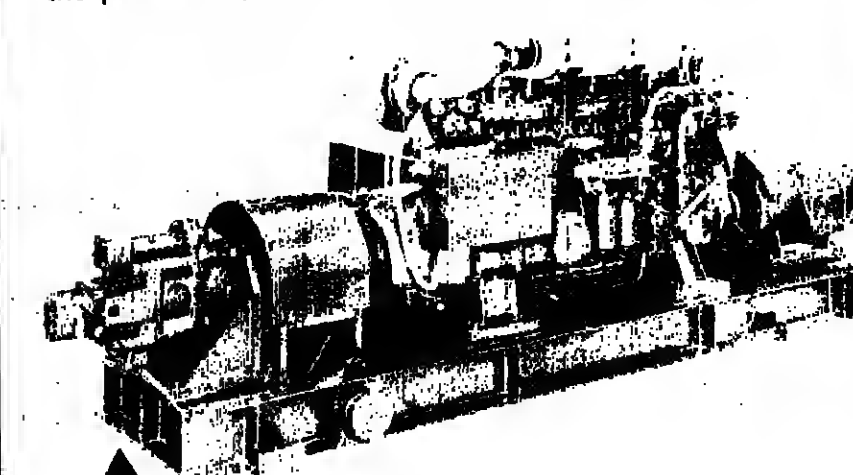
Right: *Rockhopper* heads into Newlyn after landing across the bay at Penzance. Trailing *Rockhopper* into port is Skipper Rey Hughes in *Lady Carol II*. This boat made the trip from Swansea. During the last week big fish have been found 3 hours steam from Newlyn, off Land's End; but they are deep and it is the boats with hydraulic gurdies which have a few reasonable catches. Ship haul was even taken in Plymouth Bay.

Two new side trawlers rely on G&M auxiliary generators



G & M Generators were chosen by Scott & Sons Ltd. of Bowling to provide reliable auxiliary power for Grampian Hill and Grampian Glen, two new side trawlers built for the North Star Fishing Company of Aberdeen.

The generators specified for the exacting work on board these trawlers were G & M Marine Dieselite Series MDV. These are powered by Volvo Diesel engines and have an output of 30 kVA. They are also equipped with hydraulic pumps for powering winches and hauling gear. G & M Marine Generators—the automatic choice when the power requirement is from 1kW to 300kVA.

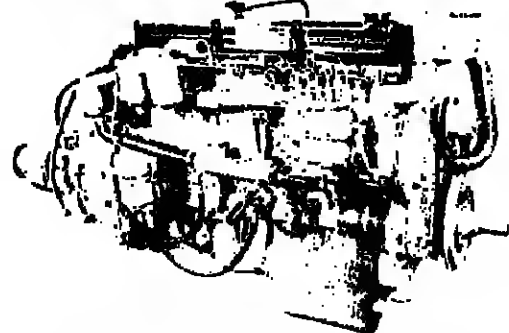


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Multi-purpose 'Maggie'

MAGGIE MARIE, the latest boat from the G. Percy Mitchell yard at Mevagissey, Cornwall, reflects the latest thinking in inshore boat design.

She has a GRP hull and a deck layout which enables her owner to use the boat for multi-purpose roles.

Maggie Marie is owned by Mike Lynn of Dartmouth who will use her to fish for crabs, white fish and scallops. He has gained plenty of experience fishing offshore crabs while crewing on a 50-footer.

Based on the standard Cygnus Marine GM32 hull, which was designed by Gary Mitchell, a partner in the

Mevagissey yard, the new boat has a forward wheelhouse and stern gantry.

Power is supplied by a Lister HRW 8MGR3 rated at 88 hp at 2,200 rpm. The 31 in. diameter propeller is driven by a 2 1/2 in. diameter stainless steel tail shaft and mild steel intermediate shaft, carried in a Cutless rubber bearing. A speed of 8.7 knots was achieved on trials.

Hydraulic power is supplied by a dutch Dwyer pump driven by quadruple pulleys. A 3,000 lb. pull Celtic Slave pot hauler is mounted amidships, aft of the wheelhouse, on a sturdy console which also houses the remote engine and steering controls.

A Smallwood 1-ton trawl winch is situated aft of the

wheelhouse on the port side. This had to be done to allow the pot hauler to be sited amidships to the customer's specification.

VESSELS REVIEW

Because the trawl winch is off the centre line, it causes a very acute angle for the warp leads on the starboard barrel.

Wills Ridley hydraulic dual-station steering and dual engine controls are well sited for deck operation when crabbing.

Heavy wood sheathing is fitted in way of the pot davit,

both stern quarters and some; galvanneal cop complete the power. Main deck is of oak, pine, oskum covered pitched, being 3 in. x 12 in. planks supported by 1 1/2 in. timbers at 16 in. centres.

Engine accessibility is with a small hatch in wheelhouse floor above the belt drive. The only below-deck removable section is provided for an engine change, but pot hauler trawl winch would have to be removed.

Coamings

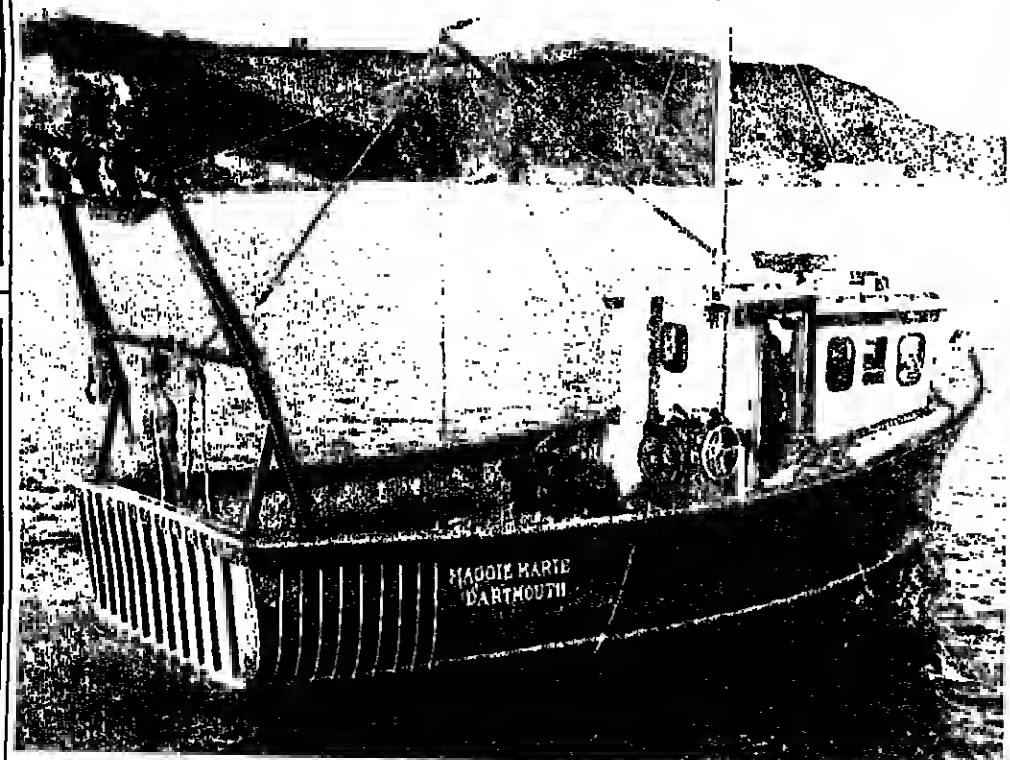
Main reason for the accessibility is that it requires high deck surrounding an engine deck. The owner would not clutter deck, so the hatch to be sited in the wheelhouse.

Both sea-cocks, deck sprinker system and wash, and the main for engine cooling, situated high in the wheelhouse forward. A heavy punching head set possibly result in size.

Fitted

Wheelhouse equipment includes Seavoice VHF & Kelvin Hughes 15 sounder, Decca 680 radio, 24-mile range, and Skipper auto pilot with approved watch alarm. Navigator is to be fitted. All electronics were fitted by Mykron Electronics.

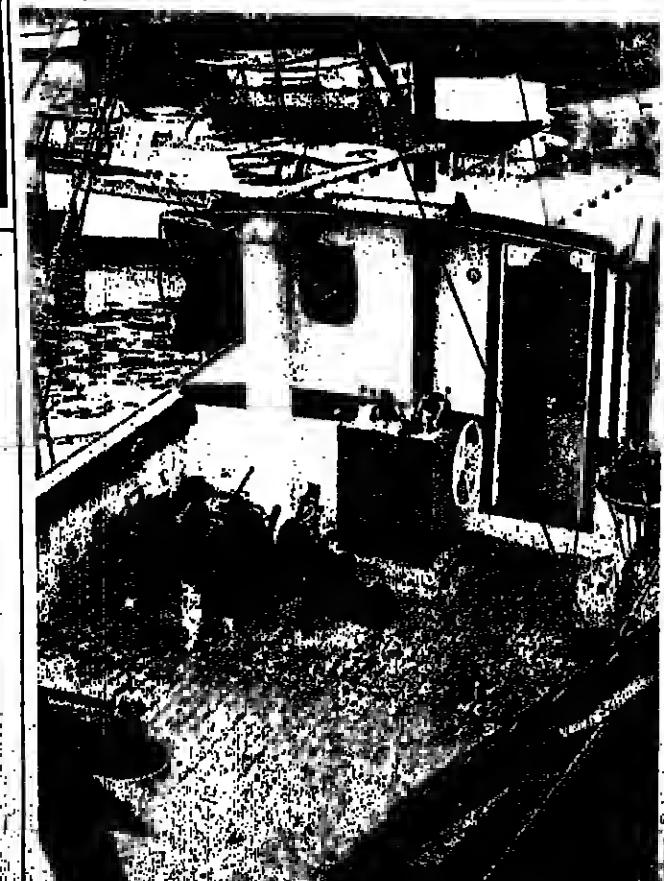
Maggie Marie is the GM32 fitted out by Mitchell yard. The first crabber for Boscawen. Mervyn Mitchell



Above: **Maggie Marie** off Mevagissey before she sailed to her home port of Dartmouth, Devon. Her GRP hull is heavily sheathed in wood.

Right: the 32-footer is based on Cygnus Marine's GRP 32ft. hull which has been in production for about 18 months. Hull form is similar to wooden boats from the Mitchell yard.

Below: deck layout of **Maggie Marie** showing the offset Smallwood 1-ton winch and new Celtic Slave 3,000 lb. pot hauler.

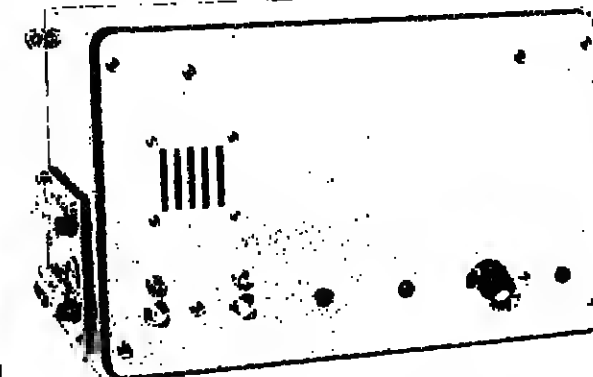


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STAITHES COBLE



THE TRADITIONAL Yorkshire cobbles are still very much in favour in the North East of England and a number of builders specialise in their construction.

Many of the fishermen who work these cobbles come from established fishing families and are carrying on the skills handed down to them from generations of forefathers.

The good returns have been enjoyed by the inshore fishermen in the last few years have encouraged some young men from other walks of life to invest in boats and go fishing full time. Two such young people are brothers John and Sean Baxter who's family moved to the North Yorkshire village of Staithes years ago. Their father Mr. John Baxter retired from the R.A.F. and bought the small open boat *Golden Days* to take out angling parties.

A short while ago John also left the Air Force and he and the younger brother Sean decided to make their living from full time commercial fishing.

Early in October they took delivery of the 28ft. open cobbler *All My Sons* which has been built with the aid of a grant from the White Fish Authority.

The brothers have also made quite a lot of their own fishing gear, including crab

and lobster pots, and long lines. Also sailing with them is another young newcomer, Mr. Martin Hopkins, whose family has just moved to Staithes from Bradford.

All My Sons has been built at the long established yard of William Clarke (Whithy) Ltd. Connoisseurs of the cobbler agree that she has very attractive lines.

With a beam of 8ft. 8in. she is powered by a Mercedes 38 hp engine which drives the propeller through a Borg Warner gearbox of 2:1 reduction ratio.

More controls are fitted aft, and the propeller is housed in a 'tunnel' which is formed by a concavity in the bottom planking aft.

Hydraulics

The North Sea Winches pot and line hauler is hydraulically powered from a small pump driven off the fore end of the engine. Electronic equipment comprises a Ferrograph G500 echosounder and a Seavoice radio telephone.

At present the Baxters are working 200 pots which are of the traditional Yorkshire type with three bows and two spouts. The bows have been made from cane and briar and the netting is of couriers.

The pots being fished in fleets of about 50 and the first three, fishing type with the

new cobbler produced 20 lobsters. With lobsters fetching 22 a pound this was encouraging, considering that the crew were just getting used to handling the cobbler and her gear.

Later in the year, the brothers plan to go line fishing for white fish and may use as many as four lines depending on how many they are able to bait.

Shelling mussels and baiting the lines, referred to locally as 'hauling and skimming', is a time consuming and tedious job and the brothers plan to do this work themselves. Mussels are bought for the Yorkshire fishermen by local fish wholesalers and now come mainly from Ireland, Wales and the West and cost the fisherman £2.30 a bag.

Two lines can be baited from one bag of mussels.

Because of the baiting problem the Baxters are also going to try working trammel nets for cod and if these fish well they will take the place of lines.

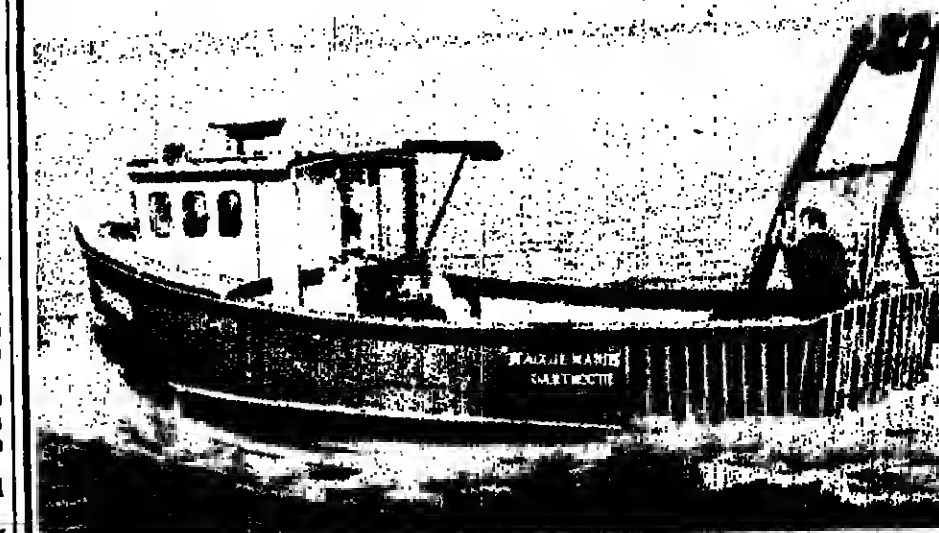
Made by Bridport Gundry, these nylon trammel nets are 80 fathoms long and 6ft. 6in. deep and the walls have 17 in. meshes and the inner net has 4 in. meshes.

Trammel nets have fished well in sheltered waters off the Yorkshire coast but the Baxters are a bit worried that the sides of Staithes may be a bit too strong to work them successfully.

Above: the cobbler *All My Sons* sailing into harbour at Staithes, on the Yorkshire coast. Left: the crew — John Baxter, Sean Baxter and Martin Hopkins — have started off by going potting.

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50 MILES: cry of a beleaguered industry

DOES THE UK need a trawling industry, what, if anything, does the existing industry do for the country, is it important?

Luckily for the industry, the worse the UK balance of payments situation becomes, the easier it is by degree — though no more relevant in terms of argument to point out just what benefits the trawling industry brings to our beleaguered island.

The industry produces a raw material — namely food of high protein — in which we are not self-sufficient, and at the same time by so doing lessens our appalling balance of payments position.

Furthermore, the industry has many millions of the country's limited resources invested in ships and, proportionately, as large sums invested in skilled and trained manpower (not to make capital of the emotive issue of unemployment). Such resources cannot afford to be squandered or wasted by a country as poor as the UK.

Effort

The trawling industry (the terminology itself now archaic as vessels become multi-purpose) has been taken in the past as synonymous with the UK's main fishing effort. The inshore fishing industry, only recently accorded the title of "industry", which it richly deserves is now far better equipped and organised than the drift/cottage industry it once was.

The fishing ports of Aberdeen, Granton, North Shields, Hull, Grimsby, Milford and Fleetwood, developed into efficient trawling ports with the advent of steam power. Hull, Grimsby and, to a certain extent Fleetwood, became the main distant water ports whose vessels ranged and still range the entire North Atlantic.

These three ports' distant water vessels last year produced 218,000 tonnes of demersal fish (of which 85,000 tonnes were deep frozen at sea) — mainly cod, haddock, coley, and ling. Fleetwood produced some 25,000 tonnes, Grimsby 69,000 tonnes and Hull 126,000 tonnes.

The entire England and Wales fleets produced 325,000 tonnes of demersal fish in 1975 of which the above three trawling ports distant water catch made up 67 per cent.

UK landings of demersal fish in 1975 were 579,000 tonnes worth £122.5 million. The distant water fish represented some 38 per cent of this but 45 per cent of the value.

Scottish demersal landings for 1975 were 249,500 tonnes worth £41 million.

The importance of the various sectors of the UK fleet to the market, and that is often the large processor, is highlighted by the difference in value between Scottish demersal landings at an coast line, the North Sea, average of £104 per tonne and England and Wales (heavily influenced by distant water landings) at £249 per tonne. The distant water fish water landings have fallen the in most highly valued as it is difficult has by no means been

THIS PAPER presented by Mr. T. W. Boyd jr., managing director of trawler owners Boyd Line, Hull, argues for the retention and even expansion of the British distant water fleet. Mr. Boyd was speaking at a conference to discuss: "The present and the future for the fishing industry", organised by the Humberside Branch of the Nautical Institute.

mainly large in size and, therefore, faster and more economical to process.

To view the trawling industry in a meaningful and unbiased perspective we must take note of the total UK landings in 1975 which were some 888,900 tonnes worth some £151.4 million valued on average at £174 per tonne. England and Wales produced 446,100 tonnes at £90 million or £202 per tonne; Scotland produced some 409,200 tonnes at £59.3 million or £145 per tonne.

The apparent discrepancy between the values of these tonnages is the result of differing fishing patterns with particular emphasis on pelagic and industrial fishing.

The pelagic fishery in England and Wales yielded some 78,000 tonnes, worth £3.86 million tonnes or £50 per tonne. In Scotland yields were 138,100 tonnes worth £10.76 million with an average value of £78 per tonne.

The "traditional trawling ports" of England, Wales and Scotland produce together 371,000 tonnes of demersal fish which were 64 per cent of the UK demersal landings. This again allows the observer to place the trawling industry into perspective.

At the end of September this year (1976) the trawling fleet numbered some 358 vessels in total, 120 vessels are under 110ft, 129 are between 110ft and 140ft, and 107 are above 140ft, including 41 freezer vessels. The French have less than 6 traditional freezer vessels, the Norwegians less than 10 and the Germans 33.

A major strength of the French fleet is a considerable number of modern stern trawlers which fish mainly in waters around the UK. The Norwegians have a smaller number of small stern trawlers, the majority of their fishing effort being purse, liners and gill netters.

The Germans have 38 wat fish vessels which fish mainly Iceland, the East Coast of Greenland and the Norwegian coast.

Where does the UK trawling fleet fish now and where has it traditionally fished, where has the 218,000 tonnes of distant water fish caught in 1975 come from?

The answers are fairly straightforward, approximately 120,000 tonnes (of which 98,000 were cod) came from the Norway coast, Bear Island, Spitzbergen and the White Sea, approximately 80,000 tonnes from Iceland (two years ago it was in excess of 120,000 tonnes) and some 18,000 tonnes of cod and haddock from the Faroes. The remaining 361,000 tonnes came from around the UK demersal landings at a coast line, the North Sea, average of £104 per tonne and England and Wales (heavily influenced by distant water landings) at £249 per tonne. The distant water fish water landings have fallen the in most highly valued as it is difficult has by no means been

made up from UK adjacent waters and nor left going to be easy to achieve this make up.

There are factors which dictate the future shape of the fishing industry and over which the industry has little or no control. These are:

(1) On what grounds are UK vessels going to be allowed to fish.

(2) What is the UK Government's policy particularly with regard to the balance of payments situation and conditions of fair competition for the industry to work in. The European Parliament's policy on agricultural and fishery matters.

It is not generally appreciated that it is now the EEC and not the UK which is responsible for negotiating with third countries with regard to fishery matters.

The most urgent and pressing matter before the EEC is negotiation with Iceland. The industry very much doubts if the EEC knows what it intends to achieve. Before the second Cod War the UK catch was running at an annual rate of some 130,000 tonnes caught by some 130 ships. Under the present agreement, which terminates on December 2nd, the UK is allowed a presence of 24 ships on the grounds at one time and we will be lucky to achieve an annual catch of half the previous tonnage.

From a negotiating point of view, the Icelanders take some 40,000 tonnes annually from within the 200-mile belt but when the EEC negotiators will be to take advantage of this benefit the UK industry open to doubt.

The stock situation in Iceland is reasonable. Icelanders are now permitting in their ports during the last cod war the stocks were over and in poor condition. The stocks have been remarkably "recovered" Icelandic fishing vessels.

The uncertainty of the present situation in Iceland is almost par-

and highly frustrating. There can be very few other industries in such a difficult situation as this.

It may not be appreciated by those not involved in the industry that the entire North Atlantic is subject to quotas and, therefore, ships may be displaced from Iceland have no where else to go other than to return to within the UK's pond where they lay claim to non-quota species presently reserved for existing near water vessels.

Let one should imagine that they are, by their very size, unacceptable it should be noted that large French, Polish, Russian and Bulgarian vessels frequent these "UK pond" grounds.

Fishing Grounds, the operating territory of our freezer vessels together with a few remaining wet ships that have no Icelandic licence, are returned to the melting pot following statements by the Norwegian Government that it will adopt a 200-EEZ in the New Year.

Stable

The Norwegians, however, have a more stable Government than the Icelanders — this is not to say that fishing is not of high political importance to the Norwegians, but the Norwegian track record is one of discussion, practical negotiations and a will to live peacefully with their fishing neighbours. Deals are possible with the Norwegians but

unfortunately the deals will now have to be negotiated by the EEC.

The Norwegians take from the UK quota in the North East Arctic. Much of this is, however, pelagic and industrial species. Last year, for example, in one species alone the Norwegians took 80,000 tonnes of sprats in the short three month season. All of these being taken within 20 miles of the UK coast. This was against our North East Arctic quota of 98,000 tonnes.

The prospect, therefore, of acceptable negotiations with the Norwegians is not unrealistic. Certainly the EEC negotiators have plenty to negotiate with and are not approaching the negotiating table empty handed.

The UK contribution to the Common Market pond is some 2.3 million tonnes of fish a year of which we traditionally take just over a quarter leaving some 1.7 million tonnes for the negotiators to do reciprocal deals with.

The UK is now, however, firmly inside the EEC which has already cast covetous eyes on the UK waters — their fleets are already "counting their chickens". One would hope that any negotiator worth his salt would be able to substantially increase the UK North East Arctic quota and one would hope to maintain the UK's Icelandic quota.

Access to the Faroeese fishing grounds should present the negotiators with no trouble at all; UK vessels took 18,000 tonnes of cod and haddock and sea cod again of coley for Faroeese waters. The Faroeese catch from the UK runs consistently between 90 and 105,000 tonnes.

The Faroeese have indicated that they will terminate the Agreement on February 28 next year, but despite a favourable UK balance on

the fishery the industry has detected no sign of movement from the EEC as yet nor indeed any sign of a policy forming.

The problem facing the UK industry would be relatively simple were they confined to these three waters — secure against a background of secure home and EEC water supply but, they are not.

The North Sea and UK coastal waters, as part of the North Atlantic are subdivided nationally into quotas as agreed by North East Atlantic Fishing Commission and have been for a number of years.

The quota share-out was achieved by applying accepted formulae of historic performance (based unfortunately all too frequently upon a high contribution of industrial fishing and figures of dubious origin).

Taking into consideration the present state of EEC pond stocks in general, for the UK to be able to take advantage of her stocks which will yield a 2.3 million tonne total allowable catch, both EEC and third countries must either let up on their catch reduced.

The message must have come across loud and clear over the past six months, that the industry has no confidence in other countries' implementation of NEAFC regulations — in particular, mesh size and statistical reporting; nor has it any confidence in the UK Government's determination to see such present and future agreements adhered to.

The record of the Ministry of Agriculture, Fisheries and Food in this regard is a poor one and the depleted fishery protection squadron (now only just showing signs of being re-equipped though with ships slower than the vessels they are intended to apprehend) does the best job it can.

We do not have in our Government men with sufficient "fire in their bellies" to order the job to be done as per international agreement.

The UK's track record in acquiring for herself large slices of NEAFC cake is poor. We act, unfortunately, as honourable men in a den of thieves.

Three years ago to use special small mesh nets to catch squid that French and Japanese vessels were taking at Rockall: this request was refused as "it might lead to mesh infringements by foreigners".

Before stating how I would like to see the trawling industry develop given a few chances as opposed to where I fear it may go, it is important to take into consideration what other fish catching power the country possesses.

The UK has an extremely energetic and variable inshore fleet (loophole because it is under 80ft in length but been as high as 1,000,000 fishing capability and past performance show). This fleet which has been strengthened since 1970 by 130 new ships lands fish annually to the value of £34 million as compared with £56 million by the trawling industry. It employs some 7,500 men at sea with a further 1,500 seasonal staff.

Large better sacrifice today

for stocks tomorrow but that does not pay today's bill. The apparent unfairness of such share-outs has caused real disillusionment.

The UK fishing industry's lack of confidence has led to the demand, however impractical in Common Market terms, for an exclusive 50-mile limit. Fishermen believe then at least they will be able to keep foreigners out and maintain some sort of British fishing industry. This demand naturally presents a far from ideal solution but we are not in ideal times nor again is time on our side.

Fishermen are not so naive as to believe a 50-mile limit will more than marginally improve our present fishing stock position, if at all. But it will halt the annihilation of existing stocks.

Ignorance

Fish are migratory creatures. Our ignorance is such that we do not even know where the small haddock, prolific at Rockall during some months, go or whence they come.

A 50-mile zone is, however, better than anything the industry has been offered. It is certainly better than 12 or even a 6-mile zone.

The industry can find no reason through Common Market activity not to encourage no long lasting substantial agreement with Iceland. The next we can practically expect is Norwegian and Faroeese quotas unwieldy away in favour of our EEC fleets.

The 50-mile limit is the cry of a disillusioned beleaguered industry its faith in its Government destroyed; an industry which has chosen to fight to the last on what remains, namely home grounds.

When the UK joined the Common Market our industry — by whatever method it was measured — was the largest of the Partnership.

Measured in manpower alone and it is rather fashionable to quote manpower at this present troubled time, the trawling industries employ directly at sea some 7,300 men, many of these skilled craftsmen. It is difficult to prove the number of men ashore who depend upon the industry for their livelihood but a figure accepted by the Government of 5-1, though there are many in the industry who believe it is nearer 9-1, shows there are shore based workers in the order of 36,500 as a minimum, or more than likely 66,000.

Such is the nature of the problems and uncertainties which beset the trawling industry that until these are solved or settled — for better or worse — long-term planning and investment is impossible and vitally important manpower dwindles away.

Before stating how I would like to see the trawling industry develop given a few chances as opposed to where I fear it may go, it is important to take into consideration what other fish catching power the country possesses.

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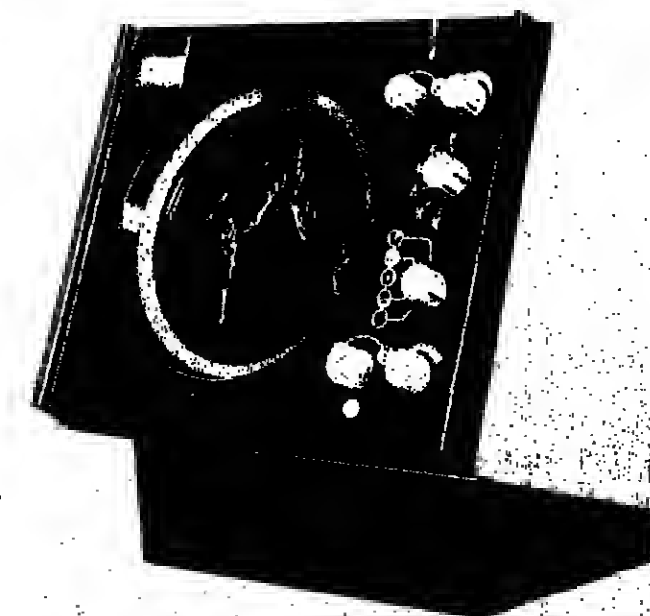
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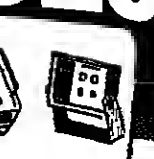
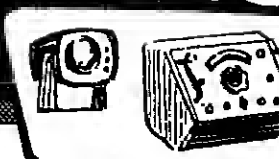
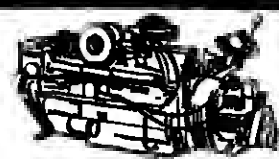
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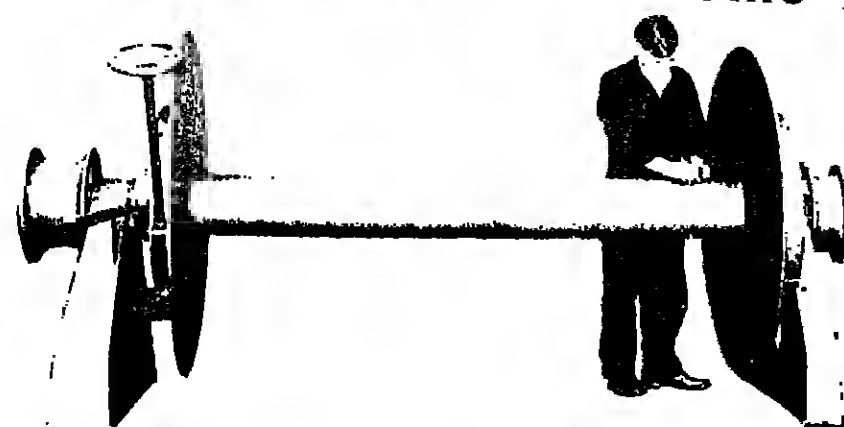


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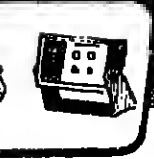
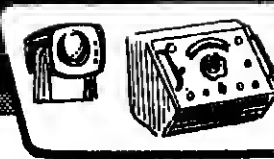
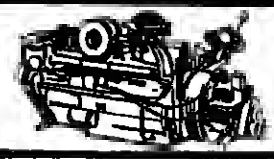


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